

# Interstate Bridge Replacement Program

Portland, Oregon and Vancouver, Washington

## FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) EVALUATION

### **Submitted Pursuant to:**

The National Environmental Policy Act (42 U.S.C. § 4322(c)); 49 U.S.C. § 303 (formerly Department of Transportation Act of 1966 § 4(f); and the Washington State Environmental Policy Act (Ch. 43.21C RCW)

### **Submitted by:**

Federal Highway Administration

Federal Transit Administration

*and*

Oregon Department of Transportation

Washington State Department of Transportation

Oregon Metro

Southwest Washington Regional Transportation Council

Tri-County Metropolitan Transportation District

Clark County Public Transportation Benefit Area

*in cooperation with*

National Oceanic and Atmospheric Administration National Marine Fisheries Service

National Park Service

U.S. Army Corps of Engineers

U.S. Coast Guard

U.S. Environmental Protection Agency

Washington State Department of Archaeology and Historic Preservation

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*Yamilee P. Volcy*

Yamilee Volcy

FHWA Washington, Acting Division Administrator

*April 10, 2024*

Date of Approval



**Keith Lynch**

FHWA, Oregon Division Administrator

April 10, 2026

Date of Approval

*Susan Fletcher*

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**Susan Fletcher**

FTA, Regional Administrator, Region 10

*April 10, 2026*

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Date of Approval


A handwritten signature in blue ink, appearing to read 'RM', is written over a horizontal line.

**Raymond Mabey**

ODOT, IBR Assistant Program Administrator

MARCH 17, 2026

Date of Approval



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**Ahmer Nizam**

WSDOT, Environmental Services Office Director

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March 20, 2026



**Marissa Madrigal**

Oregon Metro, Chief Operating Officer

3.19.2026

Date of Approval

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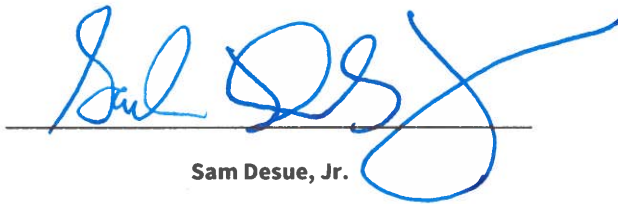
**Matt Ransom**

Southwest Washington Regional Transportation Council, Executive Director

*3/20/2026*

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Date of Approval

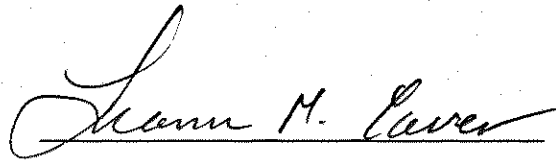


Sam Desue, Jr.

TriMet, General Manager

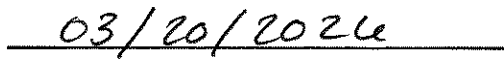


Date of Approval

A handwritten signature in black ink, reading "Leann M. Caver", written over a horizontal line.

**Leann Caver**

C-TRAN, Chief Executive Officer

A handwritten date "03/20/2026" written in black ink over a horizontal line.

Date of Approval

## **Oregon**

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

## **Washington**

Accommodation requests for people with disabilities in Washington can be made by contacting the WSDOT ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll-free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

# **ABSTRACT**

The Interstate Bridge Replacement (IBR) Program is a bridge, transit, and highway improvement project to address safety and mobility in the Interstate 5 (I-5) corridor between Portland, Oregon, and Vancouver, Washington. I-5 is the main interstate corridor on the West Coast of the United States (U.S.) from Canada to Mexico and one of only two roadway crossings of the Columbia River in the Portland-Vancouver metropolitan area. The IBR Program focuses on a 5-mile segment of the I-5 corridor that extends from approximately Victory Boulevard in Portland to State Route (SR) 500 in Vancouver.

The IBR Program is proposed by the Oregon and Washington State Departments of Transportation (ODOT and WSDOT), Southwest Washington Regional Transportation Council (RTC), Oregon Metro (Metro), Clark County Public Transportation Benefit Area (C-TRAN), and Tri-County Metropolitan Transportation District (TriMet). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are the joint federal lead agencies for the IBR Program and are responsible for preparing the environmental documentation and overseeing the National Environmental Policy Act (NEPA) process.

The IBR Program is the renewal of the previously suspended I-5 Columbia River Crossing (CRC) project. The CRC project's NEPA process previously concluded with a 2011 Record of Decision and NEPA re-evaluations prepared in 2012 and 2013; however, the CRC project was suspended in 2014. In 2019, a bi-state legislative committee requested that ODOT and WSDOT reinstate the CRC project, renaming it the IBR Program. In 2021, after the IBR Program was initiated, a third NEPA re-evaluation was prepared to evaluate the effect of changes in conditions and regulations since 2013, as well as potential design changes. The re-evaluation addressed changes in regulations, permits, and the affected environment that have occurred since 2011 and potential design changes or refinements proposed to be made through the IBR Program process. The review considered whether any new information, including design modifications or refinements, could result in potential adverse impacts not included in the previous CRC Final EIS. FHWA and FTA determined that a supplemental environmental impact statement (SEIS) would be necessary to identify and disclose potentially new adverse impacts and mitigation associated with the IBR Program.

This Final SEIS analyzes the transportation performance and potential impacts to the community and environment resulting from an updated No-Build Alternative and the proposed Modified Locally Preferred Alternative (Modified LPA). The IBR Program's Modified LPA is a modification of the CRC LPA and is the result of a multi-tiered screening process that included input from Program partners, tribes, and community members. The Modified LPA comprises a set of transportation components including a new pair of Columbia River bridges, a 1.9-mile light-rail transit (LRT) extension and associated LRT improvements from the Expo Center station in Portland to a new Evergreen Station in Vancouver, shoulders on I-5 from Victory/Interstate Boulevard in Portland to SR 500/39th Street in Vancouver, improvements to seven I-5 interchanges and I-5 mainline improvements, six new adjacent bridges across North Portland Harbor, active transportation

improvements, integration of local bus transit service, and variable-rate tolling. There are several design options under evaluation for the Modified LPA, including three bridge configurations (double-deck fixed-span, single-level fixed-span, and single-level movable-span), site options for park and rides, one or two auxiliary lanes, alignment of the I-5 mainline in Vancouver, and the removal or inclusion of C Street ramps in Vancouver. The components of the Modified LPA are responsive to local agency policies and community priorities to support the mobility for people who walk, bike, roll, and drive throughout the study area. Based on a 2026 IBR Program cost estimate, the various components of the Modified LPA are expected to cost between \$13.5 billion to \$15.2 billion in year-of-expenditure dollars (YOES).

During preparation and following publication of the Draft SEIS, the Program solicited public, agency, and tribal feedback through public comments, hearings, and open houses to gather input and discuss the Modified LPA and design options. The 60-day public comment period was from September 20, 2024 through November 18, 2024. In-person public hearings and open houses were held in Vancouver, WA on October 15, 2024 and in Portland, OR on October 17, 2024. There were also two virtual public hearings on October 26 and October 30, 2024. The Final SEIS identifies the IBR Program Recommended Design Options. Following publication of the Final SEIS, the federal lead agencies would issue an Amended Record of Decision, which would amend the 2011 Record of Decision. The Amended Record of Decision would identify the selected alternative and design options that would advance for construction.

The following persons can be contacted for additional information regarding this document:

**Interstate Bridge Replacement Program**

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**Federal Highway Administration**

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**Federal Transit Administration**

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FTA Region 10 Office  
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# FACT SHEET

## Project Title

Interstate Bridge Replacement Program

## Description

The Interstate Bridge Replacement (IBR) Program is a bridge, transit, and highway improvement project proposed by the Oregon and Washington State Departments of Transportation (ODOT and WSDOT), the Southwest Washington Regional Transportation Council (RTC), Oregon Metro (Metro), Clark County Public Transportation Benefit Area (C-TRAN), and Tri-County Metropolitan Transportation District (TriMet). The Program's purpose is to improve mobility in the Interstate (I-5) corridor by addressing present and future travel demand and mobility needs in the Program area. The Program area extends from approximately Victory Boulevard in Portland, Oregon, to State Route 500 in Vancouver, Washington, and includes the Interstate Bridge across the Columbia River. The Program is intended to address specific needs in the region through improvements to the following: travel safety and traffic operations on the Interstate Bridge and associated interchanges; highway freight mobility, interstate travel, and commerce; transit connectivity, reliability, and travel times; the availability of public transportation options in the study area; and the Interstate Bridge's structural integrity (seismic stability).

## Date of Issue

Draft SEIS: September 20, 2024

Final SEIS: April 17, 2026

In accordance with NEPA (23 CFR § 771.127), the federal lead agencies will issue a decision no sooner than 30 days after publication of the Final SEIS notice in the Federal Register.

## Notice of Document Availability

An electronic copy of the Final SEIS is available at no charge. Download an electronic copy here:

[www.interstatebridge.org](http://www.interstatebridge.org)

A printed and electronic copy of the Final SEIS are available for viewing at the IBR Program office by appointment. To schedule an appointment:

Visit: <https://www.interstatebridge.org/get-involved-folder/office-hours/>

Email: [info@interstatebridge.org](mailto:info@interstatebridge.org), or

Call: (888) 503-6735

Computers and internet access are available at various public libraries and meeting places throughout the Portland-Vancouver metropolitan area:

## Washington Locations

- Fort Vancouver Regional Libraries  
Multiple locations - Please call to find a location near you. (360) 906-5000
- Clark College – Cannell Library  
1933 Fort Vancouver Way #112, Vancouver, WA 98663 (360) 992-2151
- Washington State University Vancouver Library  
14204 NE Salmon Creek Avenue, Vancouver, WA 98686 (360) 546-9680
- Camas Public Library  
625 NE 4th Ave, Camas, WA 98607 (360) 834-4692

## Oregon Locations

- Multnomah County Library  
Multiple locations - Please call to find a location near you. (503) 988-5123
- Portland State University – Branford P. Millar Library  
1875 SW Park Avenue, Portland, OR 97201 (503) 725-5874
- Portland Community College Library  
Multiple locations - Please call to find a location near you. (971) 722-5322
- University of Portland Library – Wilson W. Clark Memorial Library  
5000 N. Willamette Boulevard, Portland, OR 97203 (503) 943-7111
- Clackamas Community College Library  
19600 Molalla Avenue, Oregon City, Oregon 97045 (503) 594-6042
- Mt. Hood Community College Library  
26000 SE Stark Street, Gresham, OR 97030 (503) 491-7161
- Oregon Health & Science University Library  
3181 SW Sam Jackson Park Road, Portland, OR 97239 (503) 494-3460
- Oregon State University – Portland Center  
555 SW Morrison Street, 2nd Floor, Portland, OR 97204 (503) 273-4301
- University of Oregon – Portland Library & Learning Center  
2800 NE Liberty St, 2nd Floor, Portland, OR 97211 (503) 412-3671

# ANTICIPATED PERMITS AND APPROVALS

## Anticipated Federal, State, and Local Permits and Approvals

Permit or Approval	Issuing Agency
Form 7460-1 permits for permanent and construction obstructions	FAA
23 U.S.C. § 129(a)(1)(E), Federal Tolling Authority	FHWA
Access revision report approval	FHWA
Design analysis approval	FHWA
Design approval	FHWA
Real estate acquisition review	FHWA
Right-of-way (interstate) approval	FHWA
Right-of-way (railroad) approval	BNSF Railway
Endangered Species Act Section 7 consultation	NOAA Fisheries, USFWS
Magnuson-Stevens Fishery Conservation Management Act	NOAA Protected Resources Division
Marine Mammal Protection Act	NOAA Fisheries
National Historic Preservation Act Section 106	FHWA, FTA, NPS, SHPO, and DAHP
Archaeological Resources Protection Act permit	NPS
Section 4(f) of the U.S. Department of Transportation Act of 1966 determination	FHWA, FTA
Section 6(f) of the Land and Water Conservation Fund Act documentation	FHWA, FTA, NPS
Bridge permit in accordance with the General Bridge Act of 1946	U.S. Coast Guard
Section 404 of the Clean Water Act (CWA)	USACE
Section 14 of the Rivers and Harbors Appropriation Act of 1899, as amended and codified in 33 U.S.C. § 408 (Section 408)	USACE
Section 10 of the Rivers and Harbors Appropriation Act of 1899, as amended and codified in 33 U.S.C. § 401 et seq.	USACE
Sole Source Aquifer Protection Act approval	U.S. Environmental Protection Agency
Migratory Bird Treaty Act	USFWS
Federal Lands to Parks program	U.S. General Services Administration, NPS
Approval of rail crossing, intersection, signals, and right of way encroachment permit	ODOT, WSDOT
Voluntary Cleanup Pathway approval	DEQ
CWA National Pollutant Discharge Elimination System construction stormwater permits	DEQ, Ecology
CWA Section 401 water quality certifications	DEQ, Ecology
Air quality permits	DEQ, Ecology
Removal-Fill Permit	DSL

Permit or Approval	Issuing Agency
Lease/Bridge Easement Permit	DSL
Oregon Fish Passage Act approval	Oregon Department of Fish and Wildlife
Archaeological Excavation Permit	SHPO
Aquatic Use Authorization	Washington Department of Natural Resources
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Approval for removal of cemetery dedication as codified in RCW 68.24.090	Clark County Superior Court
Track Access Permit(s)	TriMet
City of Portland local permits and approvals (design review/land use review, historic resources review, noise variance, improvements in right of way, building permit – site development, sign permit, trade permits, non-park use permit)	City of Portland
City of Vancouver local permits and approvals (public facilities master plan [hybrid approach], transportation development review, traffic impact analysis, shoreline substantial development permit, critical areas permit, noise permit, waiver of certificate of appropriateness, building permit, trade permits, temporary use permit, access closure, sign permit [temporary])	City of Vancouver
Right-of-way permit for any encroaching in public right of way or City easements, tree permit, design review	City of Gresham

CWA = Clean Water Act; DAHP = Washington State Department of Archaeology and Historic Preservation; DEQ = Oregon Department of Environmental Quality; DSL = Oregon Department of State Lands; Ecology = Washington State Department of Ecology; FAA = Federal Aviation Administration; FHWA = Federal Highway Administration; FTA = Federal Transit Administration; NOAA Fisheries = National Oceanic and Atmospheric Administration National Marine Fisheries Service; NPS = National Park Service; ODOT = Oregon Department of Transportation; SHPO = Oregon State Historic Preservation Office; TriMet = Tri-County Metropolitan Transportation District; USACE = U.S. Army Corps of Engineers; USFWS = U.S. Fish and Wildlife Service; WSDOT = Washington State Department of Transportation.